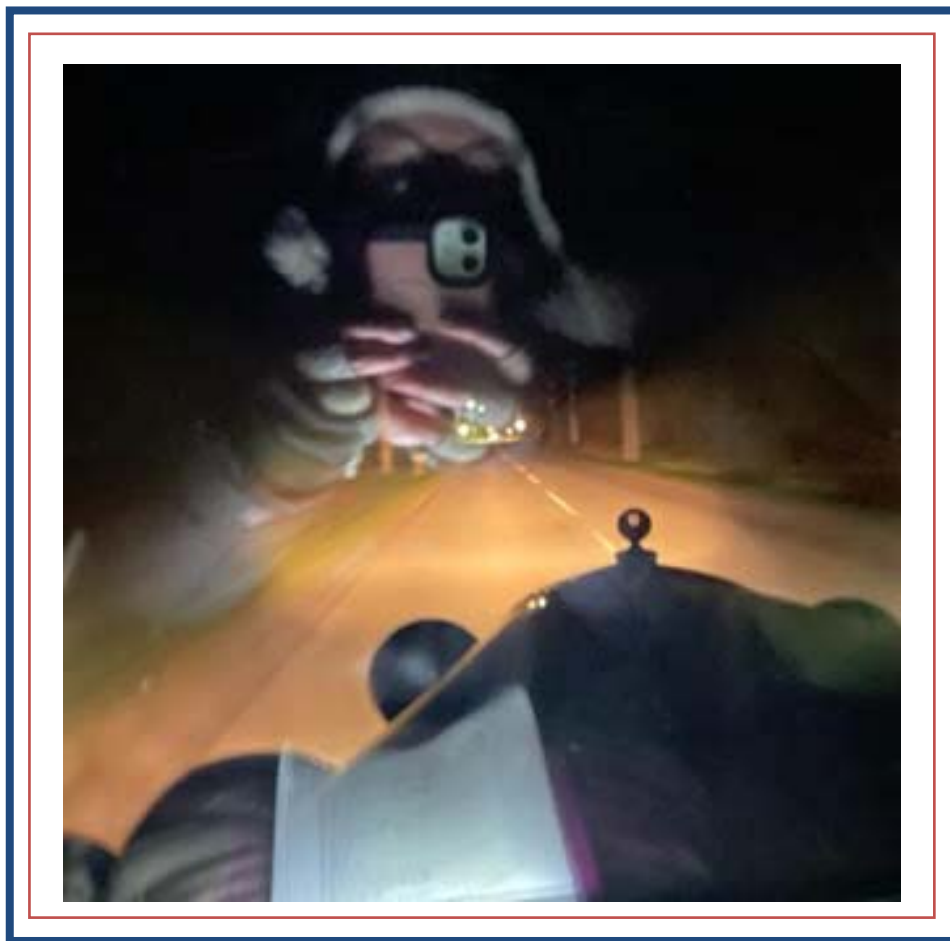


# *A Ford Script*



June 2022

# Official Newsletter of THE MODEL "A" FORD CLUB OF AMERICA

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

## COMMITTEE

Club Captain	Lyn Miles	03 349 8108
Vice Club Captain	Kevin Mercer	027 200 9474
Treasurer	Brent Miles	03 349 8108
Secretary	Russell Genet	03 329 9065

## General Committee

Andre Kraenzlin		021 996 223
Ann and Graham Evans		03 351 5919
Annette and Lindsay Painter		027 644 7892
David Dacombe		03 313 7341
Glenn Birnie		03 347 4849
John Olliver		03 359 6360
Peter Bayler		03 313 7067

**Webmaster** Graeme Scott 03 384 8773

**Script Editor** Andre Kraenzlin [afordscript@gmail.com](mailto:afordscript@gmail.com)

**Club Car Custodian** Graham Evans 027 320 7948

**WEBSITE:** Model A Ford Club Canterbury - <https://www.modelaford.co.nz/>

Did you know our club has its own Website, type 'Model A Ford club Canterbury' into google. There are a number of pages of interest including all the Scripts from 2014 (able to be downloaded and/or printed), notes on future events as well as market place where free adds for members can be posted. Any questions or suggestions please contact Graeme Scott (webmaster) at [scotts.belfast.nz@gmail.com](mailto:scotts.belfast.nz@gmail.com)

COVER: Night Trial

## CLUB CAPTAIN'S REPORT

There were certainly plenty of happy faces and tons of laughs at our “opposites” Night Trial. Our different idea was that all directional instructions were the opposite of what was given. So if you were told to turn left, you would turn right, and if the instruction at a roundabout was to take the 1<sup>st</sup> exit, you would take the 3<sup>rd</sup> exit – and so on. All couples survived the evening and we certainly hope that the Hills’ car problem is not too serious. This was the first event where we had asked for people to advise their attendance so that we are able to have enough instruction sheets, and something that we shall continue for all events.

Our next event is the mid winter dinner. It will be held at Langdales Winery, and as advised previously the cost is \$40 per person. We had previously asked for numbers by 15<sup>th</sup> June, but the Winery would like to have an idea of numbers by 10<sup>th</sup>. Further instructions regarding the bank account number to deposit your money to is under the calendar of events.

Following this is our AGM on 17 July. The papers for completion you will find further on. We did have a good tidy up of our constitution last year, but there is always room for changes if you think we need to do this. Kevin Mercer, our Vice Club Captain, has indicated that he is to move to Geraldine next year. This means he will not be standing for our club committee and will leave a space for anyone who may like to fill this. Please contact me if you would like information about what this involves. It is not a lot of work – but is very satisfying when we see members enjoying themselves so much at our events.

Our work for the National Rally 4 – 10 March 2023 in Methven is progressing very nicely. We are still trying to obtain sponsors and raffle prizes for the National Rally. I am still asking if anyone could assist that would be really appreciated. Surely there must be members who could provide something for this Rally.

Kind regards.

**Lyn**

# NATIONAL RALLY 2023



I would like to record an “Earlybird” registration for the Ford Model A Rally in Methven on 4 – 10 March 2023.

Name	
Address	
Email	
Cellphone	
Model A	

Please bank \$20 into the account number 06 0805 0018320 23 (ANZ).

The email address for this Rally is [2023modelarally@gmail.com](mailto:2023modelarally@gmail.com)

We look forward to seeing you.

Lyn Miles

Secretary 027 228 6292

# AGM 2022

CANTERBURY (N.Z.) CHAPTER

*Model A Ford*  *Club of America*

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

## Canterbury Branch Model "A" Ford Club of America Committee

### Nomination form 2022/2023 for AGM Sunday 17 July

A chance to assist our members by becoming involved with the running of your Club's activities and social events.

All committee positions are open for nomination each year.

Meetings are held monthly for approximately one hour.

Please consider forwarding your name by completing this form and email to our secretary Russell Genet at [rwgenet@xgmail.com](mailto:rwgenet@xgmail.com), or post to POBox 4212, Christchurch no later than **Friday 1 July 2022**.

I, .....

Agree to be nominated for the position of .....

On the 2022/23 Committee of the Canterbury Branch Model A Ford Club of America.

.....  
Signed

.....  
Proposer – signed

.....  
Name

.....  
Secunder – signed

.....  
Name

Nominee, Proposer and Secunder must be financial members of the Canterbury Branch.

# AGM 2022

CANTERBURY (N.Z.) CHAPTER

*Model A Ford*  *Club of America*

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

## Alteration to the Canterbury Branch Model "A" Ford Club of America Rules Advice of Change for AGM Sunday 17 July

Page:

Number:

Subject:

Required Alteration:

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Reason:

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Signed: ..... Name.....

Date: .....

This form can be completed by a financial member and returned to the secretary Russell Genet [rwgenet@gmail.com](mailto:rwgenet@gmail.com) or post to POBox 4212, Christchurch no later than Friday 1 July 2022.

# Alex Maunsell

Alex Maunsell

01 August 1942 – 22 April 2022



Alex was one of 8 siblings, 6 boys and 2 girls, born in Dunedin, and was in Brighton, prior to his parents moving to farm Millers Flat.

He had an early interest in vehicles the first on which was a 1952 Ford Prefect, 350cc Matchless and BSA B31 motorcycles.

Alex attended Lincoln University, before joining DSIR, which he remained employed for 47 years.

Alex was an active member of VCC Canterbury Branch and Model A Ford Club for many years.

He owned a Ford 1930 Model A Fordor (Henry) for 32 years travelling some 53,000 miles while in his ownership. He sold the Model A in 2011 to Graham Evans to focus his efforts into completing the restoration of a 1938 Dodge Coupe which when completed he motored in along with a Mark 4 Zephyr. Alex was a regular entry in the Irishmans Rally, Swap meets and Noggins at the VCC grounds McLeans Island.

Alex was one of life's good sorts, a role model and mentor.



## COMING EVENTS

### June 18<sup>th</sup>      **Midwinter Dinner at Langdales Winery**

**Buffet Meal:**      Hot glazed Champagne Ham with mustard fruits,  
Stuffed Chicken thigh with red wine sauce  
Potato Gratin  
Selection of oven roasted vegetables  
Fresh green leaf salad with honey mustard vinaigrette

**Dessert:**      Christmas pudding with custard  
Pavlova with fresh fruit  
Tea and coffee

**Price:**      \$40 per head and it is NOT BYO  
Please pay into the club account: **06-0805-0018320-00**

**Attendance:**      Please advise Lyn by June 10 [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292

There will be spot prizes. We have venue to ourselves so please come along

### July 17<sup>th</sup>      **AGM at Elmwood Trading Company**

### July 20<sup>th</sup>      **Mid Week Run**

**Starting Location:** Bunnings near Christchurch Airport, 655 Russley Road at 10am

**Bring:**      Picnic Lunch

**Attendance:**      Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292

### August 14<sup>th</sup>      **Breakfast Run**

If anyone would like to add any interesting ideas that they would like to see us offer to our members for this year, please contact Lyn or Brent.



## PAST EVENTS - Night Trial

We met up at Northwood New World carpark. There were 6 Model A's and 4 modern cars there.

Lyn handed out the instructions. They looked like normal instructions, but then there came the twist. The theme was Opposites. Lyn gave us some examples. And then the complications started. If it said first exit at the roundabout then it would be the third exit. If it said turn right, then it would be turn left etc. We were also given the destination on a separate folded up piece of paper, just in case we got horribly lost, but of course there would be a points deduction if we needed to open them.

First instruction was to go and buy the dearest thing at New World, this of course meant the cheapest thing. So off we all went on the hunt for the cheapest thing we could buy. These were going to be prizes for the end of the evening.

The first instruction took us up Northwood Boulevard with lots of roundabouts. There were Model A's everywhere, some turning right, some turning left, some going straight through and some returning promising an interesting evening ahead. We managed to get lost and had to retrace our steps and found we had missed one opposite, but that is all it took.

There were questions that needed answering on the way, and we had fun spotting things, and colours (it was red), in the dark!



From Northwood we drove out west towards the airport, and then south through Lincoln ending up at Ladbrooks Hall near Tai Tapu.

The Hills were missing and we found out that they had broken down and needed towing. A modern was dispatched for the rescue, once we managed to raise a response from the hall as the cell phone reception wasn't too good.

Once everybody had arrived potluck dinner was served. As always there was a big choice of food and it was difficult to fit a bit of everything on the plate so seconds were an order.

Once dinner was finished Lyn handed out spot prizes. There was everything from an onion, a tiny mushroom, toothbrushes and biscuits.

As always it was a fun night out, great motoring and the fun of candle light conditions for driving.

# AUTHENTICALLY SPEAKING

## READING THE AMMETER SCALE. (with answers below)

1. No movement of the pointer with the ignition key turned "on" and the engine is being started or a steady "Discharge" reading. Engine fails to start.
2. No "Charge" reading while the engine is running or idling rapidly to normally allow the generator to produce charging current for the battery.
3. The pointer indicates full "Discharge" when an electrical circuit is turned "on".
4. The pointer indicates an abnormal "Discharge" with the engine idling or stopped.
5. A small "Discharge" reading is indicated with the engine running rapidly, increasing with the use of lights or horn.
6. No "Charge" reading with the engine running rapidly, followed by intermittent "Charge" readings on the ammeter scale.
7. The engine cuts out intermittently or stops after running a short time with fluctuations of the pointer on the ammeter scale.



## WHAT TO LOOK FOR.

1. With ignition current flowing through the ammeter, the pointer should fluctuate as the engine is being turned over, indicating the ignition breaker points are interrupting the flow of current in the primary ignition circuit. See that the key is turned "on". Check the ignition breaker points to see that they open and close as the engine is cranked. Check for loose connections at the ignition coil terminals, junction box terminals and the ignition switch. If a normal "Discharge" reading is indicated when the lights are turned "on" and the starter motor operates normally, the possibility of loose battery or starter switch terminals is not too likely. A small steady "Discharge" reading might indicate ignition breaker points that fail to open, a completely "shorted" ignition condenser or a "short" at the flexible wire between the plates inside the distributor body.
2. An open generator circuit, possibly a broken wire in the generator, brushes failing to seat on the commutator bars, open generator windings or a loose output terminal. Failure of the cut-out contacts to close. The latter may be checked with a "jumper wire", connected to each cut-out terminal. If the ammeter indicates "Charge" at a fast engine idle, cut-out failure is indicated. In an emergency, the "jumper wire" may be left in place across the cut-out terminals. The "jumper wire" must be removed when the engine is stopped to prevent generator failure. If no reading is seen, replace the generator.
3. The ammeter indicates full "Discharge". Cut-out contacts fail to open, disconnect either terminal on the cut-out as the battery will discharge through the generator burning it out. A possible "short" in the instrument panel, main wiring harness or lamp housings. Turn all switches "off". If the "short" is still present as indicated by the ammeter or smoke from wiring, disconnect the battery cable at the grounded end. In case of a real emergency, disconnect the battery cable at the starter switch terminal or cut the wire running from the starter terminal to the junction box. To locate the "short", disconnect suspected electrical circuits, unplug headlights one at a time, tail lamp plugs, horn wires, instrument panel wires, etc. As each circuit is disconnected, touch the battery cable to the battery post, if a spark is seen, the short is still present. All switches must be "off". Make a visual check for burnt wiring also.
4. Check the generator cut-out contacts for failure to open.
5. The generator is not connected to the battery circuit due to loose connections or cut-out failure. Possible generator failure or a broken fan belt. If the fan belt breaks, engine temperature will rise. These





## AUTHENTICALLY SPEAKING

two indications will say "Broken Fan Belt" without raising the hood!

6. Cut-out contact may be too great, resulting in the opening and closing of the cut-out contacts as the generator output varies with engine speed.

7. Loose terminals at the ammeter or inside the junction box. Tighten the ammeter stud nuts after the wires are removed. Then tighten the nuts for the terminals of the wires firmly. Lock washers will help keep connections tight. Feel the instrument panel around the ammeter, loose connections create heat, indicating trouble at the ammeter. This is a common source of trouble that is easily overlooked.

**Learn to read the ammeter scale when everything is normal. This will be very helpful in reading the ammeter scale when things are abnormal.**

### The Points

**Contact Points**-The contact points of the cutout act as a switch and are held "Normally Open" by the armature spring. When the speed of the generator increases, a magnetic field is created closing the points, thus, allowing current from the generator to flow and charge the battery.

If the generator voltage drops below battery voltage, such that the battery begins to "charge" the generator, instead of the other way around, the current in the heavy winding will be reversed, which means it's magnetic field will work AGAINST the fine winding, and cause the points to open.

**The point of "cut-in"** (closure of points) is determined by the tension of the armature spring and the air gap between the iron core and contact arm. The contact points should close when the voltage of the generator has reached 6.1 to 6.3 volts. It is possible to change the "cut-in" by adjusting the air gap and/or bending the Armature Spring. (The "cut-in" charges the battery)

While driving and using an original cutout, periodically check the Ammeter to see if the system is charging. The Ammeter can be used for a quick check for the cutout. With all electrical accessories off, the Ammeter should read to the right while driving, and zero when the engine is at low idle or turned off.

**The point of "cut-out"** (opening of points) is determined by the tension of the Armature Spring. The air gap between the contact arm and the iron core has little or no effect on the "cut-out". The cutout should occur when the ammeter reads between 0 and 2 amps. It is possible to change the "cut-out" by bending the Armature Spring, set the "cut-out" as close to 0 as possible to prevent points from arcing and burning out. (The "cut-out" stops the charging of the battery and prevents the battery from draining).

### Testing Cutout On Car.

Equipment:

- 3/4 Ohm Resistor
- DC voltmeter

Disconnect the battery wire from the Battery Terminal on the cutout. Install a ¾ ohm resistor to the battery terminal of the Cutout. Connect the other end of the resistor to a good ground. Start the engine and slowly increase the engine speed. The cutout should close between 6.1 to 6.3 volts\*. Which will be evident by a sudden drop in the voltage reading.,

**To Adjust.** Remove cutout from generator. Flip cutout over and break the two spot welds. Remove the cutout's cover. Slight adjustments can be made by changing the air gap If the voltage is less than 6.1 volts increase . If the voltage is more than 6.3 volts, decrease the voltage by bending the spring upward, or decrease the air gap. Headnut.



*Points open*



## Painting Wheels Made Easy

I recently painted the wheels for my Roadster, using a machine based on one I had heard about in the States. It is based on the motor from a barbecue rotisserie and it turns the wheel at a nice speed so you can get even coverage even behind the spokes. Even better, by leaving it turning until the paint goes off, it is almost impossible to get any runs.

I am happy to lend the machine to club members.

Garth Moore  
0274 726 025





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Phone Jack at 03 352 6672 ChCh or 0274 322 041

5 x 21 inch model a wheels, all need some work.

Offers Phone Mike 027 879 8070

## WANTED

### 1930 Headlight Bar

Phone or Text David Coakley 027 354 0307

### Crankshaft

Wanted, Model A Crankshaft late model one,

Please phone Kevin Straw 03 338 3686 or 0295 245 048

### Looking for a 16" wire wheel to suit a 1935 V8

Phone or Text David Rees on 027 483 3613

### 1928 Crank handle

1928 Light Switch top parts only any condition,

Please call John Olliver 03 3596 360 or 021 025 32 177

### One 19 inch stainless steel spare wheel cover.

Phone or text Barry. 0274435479 or [barryhoff@xtra.co.nz](mailto:barryhoff@xtra.co.nz)

## CLUB CAR REPORT

The car is booked for a wedding on September 3<sup>rd</sup> and one on September 30<sup>th</sup>

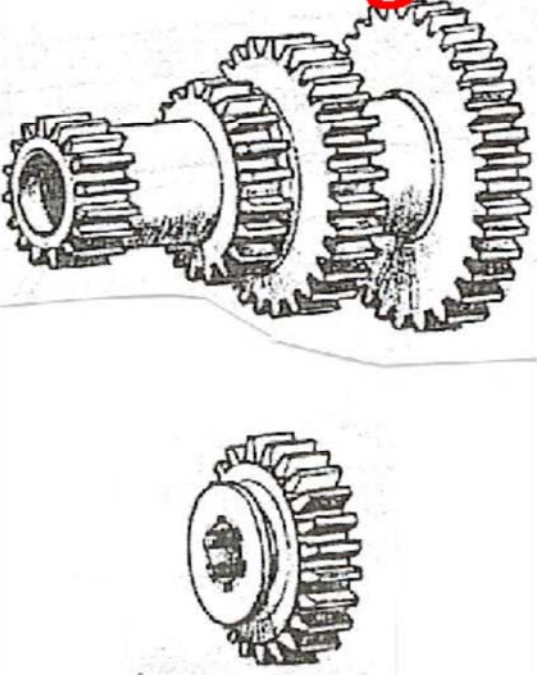
## SCRIPT CLOSING DATE

Help us make The Script a success. We would be grateful for any material you feel could be appropriate to include in our Club's newsletter.

CLOSING DATE for copy for the next Script is **20<sup>th</sup> June 2022**. Please send to the Editor, Andre Kraenzlin [afordscript@gmail.com](mailto:afordscript@gmail.com).

The views expressed in this magazine are personal opinions of those who contribute and do not necessarily represent the views or methodology of the Canterbury Chapter of the Model A Ford Club of America. Thanks goes to MAFC member magazines and web sites as well as other sources who supply material to our club which we reprint in the magazine.

# Model-A-gearbox upgrade.



Improved 2nd gear ratio by 15% to increase overall road speed in 2nd gear and hill climb ability without stress revving your engine.  
With the installation of this new cluster and 2nd gear, this is all that is needed to achieve the effect desired i.e.: higher speeds in 2<sup>nd</sup> gear, making traffic driving and hill climbing not a problem.

**COST**  
All new cluster and 2<sup>nd</sup> gear **\$1890.00 + P&P**

**CONTACT**  
Errol or Linda McAlpine  
On  
1127 Scenic Drive  
Swanson  
Auckland 0614  
New Zealand

PH (09) 8329818  
MOBILE (0274) 543 983  
EMAIL: [vet.vin@xtra.co.nz](mailto:vet.vin@xtra.co.nz)  
Web; [www.veteranvintagecars.co.nz](http://www.veteranvintagecars.co.nz)



## **CLUB CAR:**

Remember that the Club Phaeton is available for members to use. If your Model A is not mobile, give some thought to borrowing the Club car to join in one of our runs.

Guidelines for its use are printed inside the back of the membership list.

Graham Evans (ph. 03 351 5919) is the custodian of the car and looks forward to your call requesting the use of the car.

## **CANCELLATIONS:**

In the event of unsuitable or doubtful weather, cancellations or postponements will be emailed to you.

### **ANTIQUUE FORD PARTS**

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